

86 00013

Date 73



INSTITUTE OF GOVERNMENTAL  
STUDIES LIBRARY  
DEC 5 1983  
UNIVERSITY OF CALIFORNIA

# Venice Community Plan

A Part of the General Plan of the City of Los Angeles

prepared by the Department of City Planning,

Los Angeles, California





# Venice Community Plan

## CITY OF LOS ANGELES

The Venice Community Plan is part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

### Purposes

#### USE OF THE PLAN

Notwithstanding any other language herein, this Plan does not commit the City to initiate any program or expend any funds for such programs as may be suggested.

The purpose of the Venice Community Plan is to provide an official guide to the future development of the Community for use by the City Council, the Mayor, the City Planning Commission, the State Coastal Commission and other concerned governmental agencies; residents, property owners and businessmen of the community; and private organizations concerned with planning and civic betterment. For the Council, the Mayor, and the Planning Commission, the Plan provides a reference to be used in connection with their action on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community, within the larger framework of the City; guide the development, betterment and change of the Community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

The Plan proposes approximate locations and dimensions for land use. The Plan is *not* an official *zone map*, and, while it is a guide, it does not imply any right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it suggests conditionally more land in some areas for different zones and land uses than may be desirable for many years.

The Plan is also intended to serve as the land use plan portion of the City of Los Angeles Local Coastal Program for the Venice Community. As such it is the basis for the various implementing ordinances required by the California Coastal Act. Upon certification by the Coastal Commission, this Plan, together with the implementing ordinances, will constitute the Local Coastal Program in its entirety for Venice.

This Plan is subject to periodic review and amendment to reflect changes in circumstances.

#### OBJECTIVES OF THE PLAN

1. To provide a guide for the orderly and balanced development of Venice, designating and generally locating land uses and public facilities in the quantities and at densities which will accommodate population and activities projected to the year 1995.

2. To coordinate the planning of Venice with that of other parts of the City of Los Angeles and with the adjacent City of Santa Monica.

3. To preserve and enhance the low-density residential character of Venice and to maintain the variety and distinctiveness of its lifestyles, small businesses and artisan activities, specifically:

- To encourage the maintenance and restoration of the existing housing stock.
- To promote housing designed to minimize adverse environmental effects.
- To encourage the provision of housing adequate to satisfy the varying needs and desires of persons of all economic segments of the community, especially those of low and moderate income, including senior citizens.
- To promote equal opportunity for all persons to purchase, rent, rehabilitate or build housing in the community regardless of race, ethnic background, religion, income, age, sex, and family composition.

4. To promote the economic health, convenience and general welfare of Venice by:

- Encouraging adequate and appropriate development of a full range of needed retail, service, office and industrial facilities without substantial detriment to adjacent land uses of other types.
- Encouraging the provision of places of employment within Venice.

5. To preserve open space, giving due consideration to private property rights, and to develop recreational facilities for the enjoyment of both local residents and persons living throughout the Los Angeles region, commensurate with other provisions of this Plan.

6. To support the development of an integrated, balanced transportation system, utilizing all appropriate public and private modes, to meet the transportation and recreation needs of the Community and of the surrounding area. Where possible this should be accomplished by means which do not require the widening and realigning of streets, such as the short-term improvement of public transportation and improved signalization.

7. To guide the location and programming of public services and utilities adequate for the future needs of the Community.

8. To guide development and use of lands and waters located within the Coastal Zone consistent with the provisions of the California Coastal Act of 1976.

### Policies

The Venice Community Plan has been designed to accommodate the anticipated growth in population and employment in the Community to the year 1995. The Plan does not seek to promote nor to hinder growth; rather, it accepts the likelihood that some growth will take place and must be provided for.

The Plan encourages: the preservation of the unique characteristics of the Community, including historical buildings within the Community, the protection of low-density residential areas, the conservation of designated open space lands, the preservation and strengthening of community service facilities, the provision of industrial lands to provide employment opportunities for residents and an adequate economic base for the Community, and implementation of appropriate coastal policies.

The Plan also encourages coastal-dependent development in preference to other development and recognizes coastal recreational facilities, boat building and beach-oriented commercial activities as preferable coastal-dependent uses. Consistent with other provisions of this Plan, estuaries and wetlands are to be preserved. The Venice Beach is considered a natural and recreational resource and is to be protected.

#### LAND USE

##### HOUSING

Standards and Criteria:

The following housing criteria are determined to be appropriate to the Community:

1. New residential building contiguous to existing industrial areas should be buffered by appropriate uses of intermediate intensity or by open space.

2. New apartments should be soundproofed. New industrial buildings contiguous to existing residential areas should be buffered and soundproofed.

3. All new residential construction should be limited to a maximum of three stories or 35 feet in height. Exceptions to this policy may be considered in order to encourage the provision of senior citizen housing. However, in no event shall such a structure exceed six stories or 75 feet in height.

4. Apartments and condominiums should provide usable on-site space and recreational areas.

5. All new residential buildings contiguous to industrial development should be appropriately buffered and soundproofed.

Properties in residential zones permitting densities higher than those depicted on the Plan should be classified to zones corresponding to the designated densities. Changes of zone permitting uses differing from or intensities in excess of those proposed in this Plan should be approved only if:

- It can be found that there is a clear and demonstrable need.
- Adequate transportation facilities and public services are available.

6. Condominium conversions of apartment structures may be permitted where the following conditions are met:

- Replacement housing is available in the Venice Community of a comparable character, cost and quality and in sufficient amounts to provide for the persons displaced as a result of the conversion.
- The City's standards for new condominium development are met, particularly with respect to parking, structural integrity, fire, safety, plumbing, security and safety glass.
- Adequate notice is given to tenants prior to termination of tenancy, and the tenants are given exclusive right to contract for the purchase of the condominium prior to the public offering, with terms not less favorable to the tenant than those to the general public.
- Where the density of the proposed conversion conforms to the density designated by the Plan map.

7. Included in any new construction along the Grand Canal shall be a pedestrian walkway for public use.

The existing scale and character of Venice is to be maintained wherever possible. Merger of lots, even when they are sub-standard with respect to zoning, is discouraged unless the proposed new development is assured to be consistent in scale and character with surrounding development.

The proposed residential density categories and their capacities are:

| Residential Density | Density-Dwelling Units Per Gross Acre* | Persons Per Gross Acre | Gross Acres* | % of Res. Land | Pop. Capacity | % of Pop. Capacity |
|---------------------|--|------------------------|--------------|----------------|---------------|--------------------|
| Low                 | 3+ to 7                                | 6 to 20                | 464.1        | 33%            | 8,500         | 14%                |
| Low-Medium I        | 7+ to 12                               | 20 to 40               | 213.6        | 16%            | 7,100         | 12%                |
| Low-Medium II       | 12+ to 24                              | 30 to 70               | 484.2        | 35%            | 25,800        | 42%                |
| Medium              | 24+ to 40                              | 50 to 100              | 160.2        | 12%            | 12,000        | 18%                |
| High-Medium         | 40+ to 60                              | 80 to 140              | 58.3         | 4%             | 7,900         | 14%                |
|                     |  |                        | 1380.4       | 100%           | 61,300        |                    |

\*Gross acreage includes streets.



#### Features:

The Plan proposes that existing Low and Low-Medium density residential neighborhoods within the Community be preserved. Toward that end, one- and two-family houses should be maintained in, or upgraded to, a good condition. Conservation and renovation of existing neighborhoods are encouraged. Encroachment by incompatible or more intensive uses should be avoided.

Provision of adequate housing for low and moderate income persons is essential and is encouraged. Existing structures should be improved where feasible as an alternate to new construction. Rehabilitation and conservation programs and projects are encouraged.

The Plan proposes the establishment and maintenance of commercial and artcraft districts as a means of encouraging the local artists and artisans to continue to produce and sell their products within the Community.

The Plan proposes the preparation and adoption of a Specific Plan in the 18-acre North Beach area. This Specific Plan shall provide for a mixture of residential, commercial and artcraft uses as well as senior citizen and low income housing.

The Plan calls for restoration and rehabilitation of housing in the Oakwood, North Beach and Canal portions of the Community. The Plan discourages urban renewal programs involving large-scale land acquisition and clearance, and favors rehabilitation, restoration and conservation projects, especially those involving single-family dwellings.

The Plan encourages the consolidation of both publicly and privately owned parking areas for joint use by beach visitors and neighboring business and residents. It is suggested that there be developed several multi-story parking structures in order to avoid large unsightly or obtrusive parking lots.

The restoration of the Venice Canals is an important feature of the Plan. The Canal area should be maintained as a unique community resource providing special environmental and social benefits. Cooperation of the Canal residents and property owners with City agencies is necessary.

Improvement of the canals is necessary for health, safety and aesthetic reasons, but should not significantly change the unique social and economic characteristics of the Canal neighborhood.

The Plan proposes the preservation of existing walk streets throughout the community by maintaining existing City-owned dedications. This will preserve the existing character and public access to the beach within the community.

Open air sales may be permitted through the City's conditional use procedure (processed by the Office of Zoning Administration, Section 12.24-C,1.1). Appropriate condi-

tions which serve to protect adjoining use and the neighborhood from any adverse effects of such a use and to help maintain the character of the community may be imposed on these projects.

#### COMMERCE

##### Standards and Criteria:

The commercial lands (not including associated parking) designated in this Plan are adequate in quantity to meet the needs of the population projected to the year 1995. The proposed commercial intensities are predicated upon substantial improvement of the transportation system. In no case shall any increase in land use intensity be effected by zone change unless it is determined that the transportation system serving the immediate and general areas of the property involved can accommodate the additional traffic generated.

#### Features:

The Plan proposes approximately 172 acres of commercial and related parking uses, this being approximately 9% of the total land area of the Community.

West Washington Boulevard, Windward Avenue and the beach frontage are envisioned as commercial artcraft areas intended to provide local artisans the opportunity to work, sell and live in the same location.

Neighborhood ("mom and pop") grocery stores are encouraged throughout the community at appropriate locations. These may be authorized by means of commercial zoning with conditions imposed to protect adjacent residential uses, or by zone variances.

The Plan proposes a Windward Mall Specific Plan, which would stress the unique architectural heritage of Venice.

The Plan also proposes that residential uses in commercial zones be limited to densities no greater than the highest density in adjoining residential areas, but that in no event should the density be restricted below that permitted in the Low-Medium I category, except that such higher density uses may be approved through the conditional use procedure.

#### INDUSTRY

##### Standards and Criteria:

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts under the general principle that employment opportunities should be available within a reasonable commuting distance from residential locations.

#### Features:

The Plan designates approximately 95 acres of land for industrial uses. Most of this land is located along Washington Boulevard and Lincoln Boulevard.

The Plan recommends that the industrial area bounded by Sunset Boulevard, Main Street, Thorton Avenue and Pacific Avenue be eventually eliminated and be redesignated to the Low-Medium II density Housing.

The boat building industry is considered a coastal-related use and is particularly suitable for the industrially designated lands in the Community. It is therefore encouraged.

On-site retail sale of products produced in industrially designated lands and in areas recommended for artcraft is encouraged.

#### CIRCULATION

Major transportation corridors serving other parts of the Los Angeles metropolitan area cross Venice. The highways and streets of the Community must accommodate both through and local trips. To accommodate the projected trips, the circulation system should be improved as shown in the Plan. Unless such increased transportation facilities are provided, acute traffic congestion may result in some parts of Venice. The Plan acknowledges the desirability of reserving coastal highways for recreational trips. However, the Venice transportation system is a part of the urban transportation infrastructure and must function accordingly.

Adequate public transportation will become more and more essential as the Community develops.

#### HIGHWAYS

##### Standards and Criteria:

Highways and Collector Streets shown on this Plan should be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions. Existing street dedications greater than standard street dimensions should be maintained if and where they have potential traffic, recreation, aesthetic, historical or other uses of significance to the Community.

Design characteristics which provide street identity, such as curves, changes in direction and topographical differences, should be emphasized by landscaping or other appropriate features. Streets and highways should be designed and improved to be in harmony with adjacent development and to facilitate driver and passenger orientation.

The full residential, commercial and industrial densities and intensities proposed in the Plan are predicated upon the eventual development of appropriate transportation facilities. No increase in permitted density should be effected by approval of zone changes, subdivisions or other planning actions unless it is assured that the Local Streets and Major and Secondary Highways serving, and in the area of, the property involved are, or will be made, adequate to accommodate the

additional traffic which will be generated by the development permitted by such action.

#### Features:

The Plan incorporates and amends the Highways and Freeways Element of the Los Angeles City General Plan.

#### PUBLIC TRANSPORTATION

The Plan proposes improvements in bus service, including the development of a park-and-ride facility in the median of Venice Boulevard at Pacific Avenue as a means of serving the mass transit needs of the community and providing an alternative to excessive use of coastal highways. Public bus service to meet recreational needs is of prime importance and is encouraged. Further, the development of energy-conserving and non-air polluting transportation forms is encouraged.

The Plan provides for the elimination of the existing RTD bus parking lot. The vacated site should be converted to a coastal-related use, preferably parking.

The Plan encourages the use of shuttle vehicles from remote parking areas to the beach and improved bus service within and to the Community and along the coast.

#### BIKEWAYS

This Plan incorporates and amends the City's Bicycle Plan. Route locations shown on the Plan Map are intended to be general and are corridors rather than exact locations.

#### SCENIC HIGHWAYS

Venice Boulevard and Washington Boulevard/Main Street are designated as scenic highways. More streets within the Venice Community could be designated as scenic highways, to protect and enhance the ocean views, marina views and the historical areas of Old Venice.

#### PARKING

Properties designated for Low-Medium II Housing uses lying westerly of Speedway and northerly of Washington Street may also be used for parking as an alternative use when authorized by the Zoning Administrator under the Conditional Use provisions of the Planning and Zoning Code.

#### SERVICE SYSTEMS

##### Standards and Criteria:

The public facilities shown on this Plan are to be developed in substantial conformance with standards for need, site area, design and general location expressed in the Service Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities.

Regional, Community and Neighborhood Park designations are based on need rather than specific standards. Mini-parks







are proposed in certain neighborhoods where larger sites are deemed not practical.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon substantial compliance with the standards contained in the Service Systems Element. No increase in density shall be effected through zoning unless it is determined that Service Systems facilities are adequate to serve the proposed development.

Features:

Vacant City-owned property in Venice is a resource which should be made available, where needed, for recreation and other public service facilities.

To promote achievement of the goals of the California Coastal Act of 1976, the Plan encourages:

1. The protection of estuaries and wetlands and the restoration and protection of the Venice Canals;
2. The protection and enhancement of Venice Beach for public recreational use; and
3. The development of commercial recreation areas and facilities that promote public use in preference to other types of development.

The Plan recognizes the need for a view park in the vicinity of the main entrance of Marina del Rey and additional beach parking on the Peninsula. View parks, with parking to the rear, should also be considered on some of the City-owned lots on the canals.

The Plan proposes dual use of existing school facilities for recreation for the general public after hours and on week-ends. School grounds and other public facilities should be landscaped to provide additional visual amenities to the Community.

The Venice Library should be relocated in the area north of Venice Boulevard in a larger facility which is more easily accessible to residents.

A wide range of coordinated social services by both public and private agencies is encouraged. Wherever possible, social and welfare facilities should be located together in multi-purpose community centers. All services should be as integrated and simple as possible from the user's point of view, and accessibility to services should be improved.

Adequate access, as defined in the Fire Protection Element of the General Plan, for emergency vehicles should be provided in the areas with walk-streets and narrow alleys and in the canal area.

The Plan encourages:

1. Employment services - better information dissemination to the unemployed of all available short and long-range job opportunities, and provision of aptitude and counseling services;
2. Medical services - continued development of comprehensive health facilities employing the most effective equipment, techniques and personnel available; and
3. Child-care services - development of additional day-care centers for working parents and single heads of households.

The development of other public facilities, such as fire stations, libraries and schools, should be sequenced to provide a balance between land use and public services.

Where possible, new power lines should be placed underground, and the program for undergrounding of existing lines should be continued and expanded where feasible.

The Venice Beach is a major feature of the Community. It should be protected from erosion, development and deposit of waste; be provided with appropriate recreational facilities; be made conveniently accessible to both local residents and beach visitors from other areas; and be fully integrated with development of the Community.

There should be no further construction on the beach other than normal recreational and accessory facilities such as playground equipment and rest rooms, bikeways and walkways.

## Programs

These programs establish a framework for guiding development of the Venice Community in accordance with the objectives of the Plan. In general, they include those private and public actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods. These programs are an integral part of the Plan and can be considered as further delineating the intent and purpose of the Plan.

### I. PUBLIC IMPROVEMENTS

#### A. Circulation

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following actions are suggested:

1. Continued development of the highway and street system in conformance with this Plan.

2. Continued planning of improvements to the public transportation system for the Community, including:

- a. A senior citizen-handicapped supplemental community transportation service;
- b. A park-and-ride station in the median of Venice Boulevard near its west end; and
- c. The reestablishment of a beach tram system.

3. Strong efforts to complete the system of Bicycle Trails outlined in the City's Bicycle Plan.
4. The establishment of double left-turn lanes on north-

6. Changes in tax laws and practices, to provide incentives for improved property maintenance.

7. Establishing a program for the development of low and moderate income housing on vacant City-owned parcels not needed for recreational or parking purposes.

8. Sponsoring laws benefiting the elderly, including:

- a. Providing property tax relief for rental properties occupied by senior citizens;

- b. Developing housing for the elderly on City-owned vacant land located close to existing concentrations of the aged and where little or no private land is available;

- c. Rehabilitating old hotels and apartment buildings to qualify them for rent subsidies through the Los Angeles Housing Authority; and

- d. Providing incentives in the Zoning Code and/or Specific Plans for the provision of senior citizen housing.

9. Amendment of the Commercial Artcraft District to better meet the needs of the Community and eliminate undesirable uses.

#### C. Commerce

A Zone Code study should be undertaken to determine the feasibility of an ordinance restricting residential uses in commercial zones to a density no greater than the planned density of the highest adjoining residential area as indicated in this Plan.

A Zone Code study should be undertaken to determine the feasibility of allowing secondhand and antique sales in the C1 Zone.

A planning study should be undertaken to determine the feasibility of a Windward Mall commercial development which would stress the unique architecture of the area.

#### D. Recreation

The Recreation and Parks Department should initiate a review of existing services and facilities in the area and make needed modifications.

Where feasible, acquisition, expansion and improvement of needed local parks and facilities throughout the Community should be accelerated.

The City should urge continuing efforts by County, State and Federal agencies to acquire vacant land for public open space.

School playgrounds should be fully utilized for their recreational values. Abandoned railroad rights-of-way should be utilized for public purposes, such as linear parks and bike-ways, together with circulation uses where appropriate.

The Beach Bikeway Program should be completed south of Washington Street.

#### E. Other Public Facilities

The development of other public facilities, such as fire stations, libraries and schools, should be sequenced and timed to provide a balance between land use and public services.

Where possible, new power lines should be placed underground, and the program for undergrounding of existing lines should be continued and expanded where feasible.

Child care and nursery school services should be encouraged at appropriate elementary schools.

The Venice Library should be expanded in a new structure more accessible to the entire Community.

## II. PRIVATE PARTICIPATION

Citizen groups are encouraged to undertake private actions for Community improvements, such as:

- A. Initiation by property owners and merchants of programs to increase off-street parking facilities serving adjacent shopping areas.

- B. Promoting street tree planting programs.

- C. Sponsoring clean-up and beautification programs to improve the general environment.

- D. Developing and maintaining small parks.

## III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being revised and amended. The following studies for amendments are suggested to aid in implementation of the Plan:

- A. Signs: Strengthen billboard and other commercial sign control in the Coastal Zone.

- B. Noise: Develop regional planning agreements to reduce noise incompatibility across city boundaries, chiefly from adjacent airports. Investigate all legal methods for enforcing noise standards for airports whose operations adversely affect the Venice Community.

- C. Open Space Tax Relief: Include in the City's Annual Legislative Program a proposal for tax relief for privately owned lands planned for conservation and open space uses.

## IV. ZONING ACTIONS

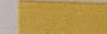




Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

- A. It is the intent of the City to initiate redesignation to zones appropriate to the Plan.

- B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.

### LAND USE

#### Housing

|   |               |
|---|---------------|
|  | low           |
|  | low-medium I  |
|  | low-medium II |
|  | medium        |
|  | high-medium   |

Dwelling Units  
Per Gross Acre <sup>(6)</sup>

|                     | 5+ to 7 | 7+ to 12          | 12+ to 24       | 24+ to 40 | 40+ to 60 |
|---------------------|---------|-------------------|-----------------|-----------|-----------|
| Corresponding Zones | R1, RD6 | R2, RD5, RD4, RD3 | RW1, RD2, RD1.5 | RW2, R3   | R4        |

Single-Family Housing  
total acres 464.1  
% of total area 25.8  
dwelling unit capacity 2,922  
population capacity 8,500

Multiple-Family Housing  
total acres 916.3  
% of total area 50.9  
dwelling unit capacity 21,010  
population capacity 52,800

Total Housing  
total acres 1,380.4  
% of total area 76.7  
dwelling unit capacity 23,932  
population capacity 61,300

## Plan Map • Venice Community Plan

The Venice Community Plan consists of this map and the accompanying text.



#### NOTES:

1. Local streets and freeways are not a part of this Plan and are shown for reference only.
2. Open symbol denotes the general location of a proposed facility. It does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
3. Residential developments on commercial properties are limited to densities no greater than those permitted by the zoning of adjoining residential areas, but not lower than the density permitted in the low-medium housing category.
4. Population and dwelling unit capacities do not reflect potential residential uses in commercial zones.
5. Open space designations on the plan map conform to the definition of "Open Space Land" set forth in Article 10.5 of the State of California Government Code and to the City's Open Space Plan.
6. Gross acreage includes streets.
7. This property is currently owned by the Southern California Rapid Transit District. It is recommended that the City consider acquisition of the site for off-street parking.
8. This property recommended for senior citizen housing.



lots on the canals.

The Plan proposes dual use of existing school facilities for recreation for the general public after hours and on week-ends. School grounds and other public facilities should be landscaped to provide additional visual amenities to the Community.

The Venice Library should be relocated in the area north of Venice Boulevard in a larger facility which is more easily accessible to residents.

A wide range of coordinated social services by both public and private agencies is encouraged. Wherever possible, social and welfare facilities should be located together in multi-purpose community centers. All services should be as integrated and simple as possible from the user's point of view, and accessibility to services should be improved.

Adequate access, as defined in the Fire Protection Element of the General Plan, for emergency vehicles should be provided in the areas with walk-streets and narrow alleys and in the canal area.

The Plan encourages:

1. Employment services - better information dissemination to the unemployed of all available short and long-range job opportunities, and provision of aptitude and counseling services;
2. Medical services - continued development of comprehensive health facilities employing the most effective equipment, techniques and personnel available; and
3. Child-care services - development of additional day-care centers for working parents and single heads of households.

The development of other public facilities, such as fire stations, libraries and schools, should be sequenced to provide a balance between land use and public services.

Where possible, new power lines should be placed underground, and the program for undergrounding of existing lines should be continued and expanded where feasible.

The Venice Beach is a major feature of the Community. It should be protected from erosion, development and deposit of waste; be provided with appropriate recreational facilities; be made conveniently accessible to both local residents and beach visitors from other areas; and be fully integrated with development of the Community.

There should be no further construction on the beach other than normal recreational and accessory facilities such as playground equipment and rest rooms, bikeways and walkways.

## Programs

These programs establish a framework for guiding development of the Venice Community in accordance with the objectives of the Plan. In general, they include those private and public actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods. These programs are an integral part of the Plan and can be considered as further delineating the intent and purpose of the Plan.

### I. PUBLIC IMPROVEMENTS

#### A. Circulation

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following actions are suggested:

1. Continued development of the highway and street system in conformance with this Plan.
2. Continued planning of improvements to the public transportation system for the Community, including:
  - a. A senior citizen-handicapped supplemental community transportation service;
  - b. A park-and-ride station in the median of Venice Boulevard near its west end; and
  - c. The reestablishment of a beach tram system.
3. Strong efforts to complete the system of Bicycle Trails outlined in the City's Bicycle Plan.
4. The establishment of double left-turn lanes on north-bound Lincoln Boulevard at Washington Boulevard.

#### B. Housing

The quality of housing in the Community is in need of selective improvement. To maintain good quality housing and upgrade deteriorating housing, the following actions should be considered:

1. Provision of low-interest loans or grants for home improvements.
2. Federal rehabilitation programs, such as mortgage insurance and interest subsidies.
3. Continued enforcement of Building Code limitations on the number of people who may live in a given floor space or number of rooms on a complaint and referral basis only.
4. Establishment of a housing assistance agency to maintain records and disseminate information on availability of rentals, make recommendations on housing in the Community to appropriate City agencies, and to provide relocation assistance.
5. Setting aside a percentage of new private multi-unit housing for low income and elderly people.

Plan.

A Zone Code study should be undertaken to determine the feasibility of allowing secondhand and antique sales in the C1 Zone.

A planning study should be undertaken to determine the feasibility of a Windward Mall commercial development which would stress the unique architecture of the area.

#### D. Recreation

The Recreation and Parks Department should initiate a review of existing services and facilities in the area and make needed modifications.

Where feasible, acquisition, expansion and improvement of needed local parks and facilities throughout the Community should be accelerated.

The City should urge continuing efforts by County, State and Federal agencies to acquire vacant land for public open space.

School playgrounds should be fully utilized for their recreational values. Abandoned railroad rights-of-way should be utilized for public purposes, such as linear parks and bike-ways, together with circulation uses where appropriate.

The Beach Bikeway Program should be completed south of Washington Street.

#### E. Other Public Facilities

The development of other public facilities, such as fire stations, libraries and schools, should be sequenced and timed to provide a balance between land use and public services.

Where possible, new power lines should be placed underground, and the program for undergrounding of existing lines should be continued and expanded where feasible.

Child care and nursery school services should be encouraged at appropriate elementary schools.

The Venice Library should be expanded in a new structure more accessible to the entire Community.

## II. PRIVATE PARTICIPATION

Citizen groups are encouraged to undertake private actions for Community improvements, such as:

- A. Initiation by property owners and merchants of programs to increase off-street parking facilities serving adjacent shopping areas.
- B. Promoting street tree planting programs.
- C. Sponsoring clean-up and beautification programs to improve the general environment.
- D. Developing and maintaining small parks.

## III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being revised and amended. The following studies for amendments are suggested to aid in implementation of the Plan:

- A. Signs: Strengthen billboard and other commercial sign control in the Coastal Zone.
- B. Noise: Develop regional planning agreements to reduce noise incompatibility across city boundaries, chiefly from adjacent airports. Investigate all legal methods for enforcing noise standards for airports whose operations adversely affect the Venice Community.
- C. Open Space Tax Relief: Include in the City's Annual Legislative Program a proposal for tax relief for privately owned lands planned for conservation and open space uses.

## IV. ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

- A. It is the intent of the City to initiate redesignation to zones appropriate to the Plan.
- B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.

## V. FUTURE STUDIES

Planning studies for each of the following areas are needed:

- A. A Zone Code study to amend the CA Commercial Art-craft district to investigate the feasibility of eliminating detrimental uses.
- B. A planning study of the feasibility of the proposed Windward Mall commercial development stressing the unique architectural heritage of Venice. This study should consider housing for low-income and elderly people, neighborhood recreational facilities, utilization of vacant lands, rehabilitation of housing, parking facilities, and other concerns unique to this area.
- C. Specific Plans should be prepared encompassing the entire area that lies within the Coastal Zone, to insure conformity of future development with the spirit and intent of the policies contained in the California Coastal Act of 1976. Where the land use designations and policies of this Plan conflict with the Coastal Act, the Policies of the Coastal Act contained in the Specific Plans prepared under this mandate shall supersede.

## Plan Map • Venice Community Plan

The Venice Community Plan consists of this map and the accompanying text.

### LAND USE

#### Housing

low

low-medium I

low-medium II

medium

high-medium

#### Commerce/Parking<sup>(3)(4)</sup>

artcraft

highway oriented

neighborhood

community

#### Industry/Parking

commercial manufacturing

limited

light

#### Open Space<sup>(5)</sup>

recreation and school sites

public beach

#### Other Public

public

#### Other

parking

Dwelling Units<sup>(6)</sup>  
Per Gross Acre

5+ to 7

7+ to 12

12+ to 24

24+ to 40

40+ to 60

Corresponding Zones

R1, RD6

R2, RD5, RD4, RD3

RW1, RD2, RD1.5

RW2, R3

R4

Single-Family Housing  
total acres

% of total area

dwelling unit capacity

population capacity

Multiple-Family Housing  
total acres

% of total area

dwelling unit capacity

population capacity

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

Total Housing  
total acres

% of total area

dwelling unit capacity

population capacity

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

total acres

% of total area

### SERVICE SYSTEMS<sup>(2)</sup>

#### Schools

elementary school

senior high school

private school

special school facility

#### Recreation sites

neighborhood park

community park

golf course

#### Other facilities

branch administrative center

fire station

library

post office

health center

power distribution station

pumping station

maintenance yard

### CIRCULATION<sup>(1)</sup>

divided major highway

major highway

secondary highway

collector street

local street

scenic highway

bikeway

modified secondary highway

feet

0 600 1,200 1,800

0 600 1,200 1,800

0 600 1,200 1,800

0 600 1,200 1,800

0 600 1,200 1,800



U.C. BERKELEY LIBRARIES



C124878620



Tom Bradley, *mayor*  
CITY COUNCIL  
Joel Wachs, *president*  
Ernani Bernardi  
Hal Bernson  
Marvin Braude  
David S. Cunningham  
Robert Farrell  
John Ferraro  
Howard Finn  
Joan Milke Flores  
Gilbert W. Lindsay  
Joy Picus  
Pat Russell  
Arthur K. Snyder  
Peggy Stevenson  
Zev Yaroslavsky

Ira Reiner, *city attorney*  
James K. Hahn, *controller*

#### CITY PLANNING COMMISSION

Daniel P. Garcia, *president*  
J. S. Krueger, *vice president*  
Steve Harrington  
Carl Maston  
Suzette Neiman

#### DEPARTMENT OF CITY PLANNING

Calvin S. Hamilton, *director of planning*  
Kei Uyeda, *deputy director of planning*  
Glenn F. Blossom, *city planning officer*

#### COMMUNITY PLANNING AND DEVELOPMENT DIVISION

Arch D. Crouch, *principal city planner*

#### COMMUNITY PLANNING SECTION A

Peter Broy, *senior city planner*  
Franklin P. Eberhard, *senior city planner\**  
Ed Johnson, *city planner*

#### Project Staff

Steve Jenkins, *city planner\**  
Dave Gay, *project coordinator\**  
Richard D. Gervais, *project coordinator*  
*city planning associate\**

#### GRAPHICS SECTION

Gene Wolfe, *graphics supervisor*

#### Publication

Rey Hernandez, *data illustrator*  
Mason Dooley, *photographer*

#### Cartography

Oliver W. Baker, *senior cartographer*  
Charlene Horner, *cartographer*

\* former project staff

For further information regarding this plan, please contact:  
Raymond I. Norman, *Secretary City Planning Commission*  
(213) 485-5071 Refer to C.P.C. 14311

APPROVED CITY PLANNING COMMISSION  
ADOPTED CITY COUNCIL

9-10-70  
10-14-70

revised  
7-19-79  
4-28-80

Council File No. 81-5782